Notice of Allowability

Application No.	Applicant(s)	
10/625,135	ROBINSON ET AL.	
Examiner	**Art Unit**	
Lars A Olson	3617	

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address--

All claims being allowable, PROSECUTION ON THE MERITS IS (OR REMAINS) CLOSED in this application. If not included herewith (or previously mailed), a Notice of Allowance (PTOL-85) or other appropriate communication will be mailed in due course. **THIS NOTICE OF ALLOWABILITY IS NOT A GRANT OF PATENT RIGHTS.** This application is subject to withdrawal from issue at the initiative of the Office or upon petition by the applicant. See 37 CFR 1.313 and MPEP 1308.

1. ☒ This communication is responsive to *the after-final amendment received from the applicant on September 20, 2004*.

2. ☒ The allowed claim(s) is/are *9-15*.

3. ☒ The drawings filed on *7/23/2003* are accepted by the Examiner.

4. ☐ Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).
   a) ☐ All b) ☐ Some* c) ☐ None of the:
      1. ☐ Certified copies of the priority documents have been received.
      2. ☐ Certified copies of the priority documents have been received in Application No. _____ .
      3. ☐ Copies of the certified copies of the priority documents have been received in this national stage application from the International Bureau (PCT Rule 17.2(a)).

   * Certified copies not received: _____.

Applicant has THREE MONTHS FROM THE "MAILING DATE" of this communication to file a reply complying with the requirements noted below. Failure to timely comply will result in ABANDONMENT of this application.
THIS THREE-MONTH PERIOD IS NOT EXTENDABLE.

5. ☐ A SUBSTITUTE OATH OR DECLARATION must be submitted. Note the attached EXAMINER'S AMENDMENT or NOTICE OF INFORMAL PATENT APPLICATION (PTO-152) which gives reason(s) why the oath or declaration is deficient.

6. ☐ CORRECTED DRAWINGS (as "replacement sheets") must be submitted.
   (a) ☐ including changes required by the Notice of Draftsperson's Patent Drawing Review (PTO-948) attached
      1) ☐ hereto or 2) ☐ to Paper No./Mail Date _____.
   (b) ☐ including changes required by the attached Examiner's Amendment / Comment or in the Office action of Paper No./Mail Date _____.

Identifying indicia such as the application number (see 37 CFR 1.84(c)) should be written on the drawings in the front (not the back) of each sheet. Replacement sheet(s) should be labeled as such in the header according to 37 CFR 1.121(d).

7. ☐ DEPOSIT OF and/or INFORMATION about the deposit of BIOLOGICAL MATERIAL must be submitted. Note the attached Examiner's comment regarding REQUIREMENT FOR THE DEPOSIT OF BIOLOGICAL MATERIAL.

Attachment(s)

1. ☐ Notice of References Cited (PTO-892)
2. ☐ Notice of Draftperson's Patent Drawing Review (PTO-948)
3. ☐ Information Disclosure Statements (PTO-1449 or PTO/SB/08), Paper No./Mail Date _____
4. ☐ Examiner's Comment Regarding Requirement for Deposit of Biological Material
5. ☐ Notice of Informal Patent Application (PTO-152)
6. ☐ Interview Summary (PTO-413), Paper No./Mail Date _____ .
7. ☐ Examiner's Amendment/Comment
8. ☒ Examiner's Statement of Reasons for Allowance
9. ☐ Other _____.

Reasons for Allowance

1. An after-final amendment was received from the applicant on September 20, 2004.

2. Claims 1-8 have been canceled.

3. Claims 9-15 are allowed.

4. The following is an examiner's statement of reasons for allowance. The watercraft as claimed is not shown or suggested in the prior art because of the use of a watercraft having a hull, a displacement body portion that extends between fore and aft ends of said hull, a first channel-defining structure portion of said hull that is located on the port side of said displacement body and includes a first wing structure, and a second channel-defining structure portion of said hull that is located on the starboard side of said displacement body and includes a second wing structure, where said first and second channels extend from said fore end to said aft end of said hull, and are adapted to capture a bow wave, causing air and water to mix and spiral toward said aft end of said hull as compressed aerated water in order to reduce friction drag, increase lateral stability and dampen transmission of bow wave energy at said aft end of said hull, and where said hull includes at least one planing surface, at least one vertical step in said planing surface, an onboard propulsion engine, and means for venting exhaust from said engine at said vertical step in said planing surface in order to introduce gas along said planing surface.

5. The prior art as disclosed by Rizzo (US 4,393,802) shows the use of a watercraft that is comprised of a hull having at lease one planing surface, at least one vertical step that includes an upper portion and a lower portion, an onboard propulsion engine, and means for venting exhaust from said engine at said vertical step in said planing surface in order to introduce gas along said planing surface. Robinson et al. (US 6,250,245) discloses a watercraft having an M-shaped hull. Field (US 4,989,534) discloses a watercraft having multiple hulls with multiple planing surfaces and multiple vertical steps, where a means for venting gas is provided on each of said multiple vertical steps in order to introduce gas along each of said planing surfaces. Burg (US 4,587,918) discloses a watercraft having a planing surface with multiple vertical steps and gas supply ducts that face downwardly at each of said vertical steps from said planing surface. However, none of the prior art cited shows or suggests the use of a watercraft having a hull, a displacement body portion that extends between fore and aft ends of said hull, a first channel-defining structure portion of said hull that is located on the port side of said displacement body and includes a first wing structure, and a second channel-defining structure portion of said hull that is located on the starboard side of said displacement body and includes a second wing structure, where said first and second channels extend from said fore end to said aft end of said hull, and are adapted to capture a bow wave, causing air and water to mix and spiral toward said aft end of said hull as compressed aerated water in order to reduce friction drag, increase lateral stability and dampen transmission of bow wave energy at said aft end of said hull, and where said hull includes at least one planing surface, at least one vertical step in said

planing surface, an onboard propulsion engine, and means for venting exhaust from said engine at said vertical step in said planing surface in order to introduce gas along said planing surface.

Conclusion

6. Any comments considered necessary by applicant must be submitted no later than the payment of the issue fee and, to avoid processing delays, should preferably accompany the issue fee. Such submissions should be clearly labeled "Comments on Statement of Reasons for Allowance."

7. Any inquiry concerning this communication from the examiner should be directed to Exr. Lars Olson whose telephone number is (703) 308-9807.

lo

October 5, 2004

LARS A. OLSON
PATENT EXAMINER

Lars Olson
10/5/04